



Rec'd PCT/PTO 20 DEC 2004
PCT/GB 2003 / 0 0 2 6 5 1



INVESTOR IN PEOPLE

3

The Patent Office
Concept House
Cardiff Road
Newport
South Wales

NP19 8QQ
25 JUL 2003

WIPO

PCT

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.

Best Available Copy

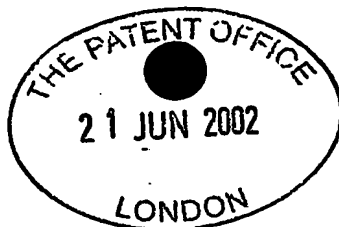
Signed *Answees*

Dated 17 July 2003

**PRIORITY
DOCUMENT**
SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

Patents Form 1/77

Patents Act 1977
Rule 16)



The
**Patent
Office**

24JUN02 E727884-1 D02806
P01/7700 0.00-0214418.6

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet, from the Patent Office to help you fill in this form)

21 JUN 2002

The Patent Office

Cardiff Road
Newport
Gwent NP9 1RH

1.	Your reference	LB1543		
2.	Patent application number (The Patent Office will fill in this part)	0214418.6		
3.	Full name, address and postcode of the or of each applicant (underline all surnames)	Paul SINCLAIR 7a Castle Street Whitwick Leicestershire LE67 5AG Patents ADP number (if you know it) 8407827001 If the applicant is a corporate body, give the country/state of its incorporation		
4.	Title of the invention	Improvements in or relating to Funeral Vehicles		
5.	Name of your agent (if you have one)	Barker Brettell		
	"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)	10-12 Priests Bridge LONDON SW15 5JE Patents ADP number (if you know it) 7442494003 ✓		
6.	If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number	Country	Priority application number (if you know it)	Date of Filing (day/month/year)
7.	If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application	Number of earlier application		Date of filing (day/month/year)
8.	Is a statement of inventorship and of right to grant of a patent required in support of this request (Answer 'Yes' if: a) any applicant named in part 3 is not an inventor, or b) there is an inventor who is not named as an applicant, or c) any named applicant is a corporate body. See note (d))			

Patents Form 1/77

Patents Form 1/77

9. Enter the number of sheets for any of the following items you are filing with this form.
Do not count copies of the same document
Continuation sheets of this form

Description 6

Claim(s) 2

Abstract 1 *DM*

Drawing(s) 212

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (Patents Form 7/77)

Request for preliminary examination 1 ✓
(Patents Form 9/77)

Request for substantive examination
(Patents Form 10/77)

Any other documents
(please specify)

11.

I/We request the grant of a patent on the basis of this application.

Signature

Barker Brettell Date

Barker Brettell

21 June 2002

12. Name and daytime telephone number of person to contact in the United Kingdom

Lance Butler

Tel: 020 8392 2234

Warning

~~After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.~~

Notes

a) If you need help to fill in this form or you have any questions, please contact the Patent Office on 01645 500505

b) Write your answers in capital letters using black ink or you may type them.

c) If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet of paper and write "see continuation sheet" in the relevant part(s). Any continuation sheet should be attached to this form.

d) If you have answered "Yes" Patents Form 7/77 will need to be filed.

e) Once you have filled in the form you must remember to sign and date it.

f) For details of the fee and ways to pay please contact the Patent Office.

Patents Form 1/77

IMPROVEMENTS IN OR RELATING TO FUNERAL VEHICLES

This invention concerns improvements in or relating to funeral vehicles.

- 5 In particular it has reference to such vehicles of a kind for which the traction is provided by a motorcycle.

It is known in the art to provide a trailer for a motorcycle provided with an appropriate coffin reception area having mountings for securing the
10 coffin *in situ* during transportation. It is also known to employ a sidecar chassis having a simple plate for carrying the coffin.

It is an object of the present invention to provide an improved vehicle for the transportation of a coffin or other funerary casket for the mortal
15 remains of the deceased.

According to the invention there is provided a funeral vehicle in the form of a sidecar having a wheeled chassis provided with a sidecar superstructure defining a covered reception area for the mortal remains of
20 the deceased and including an access door through which the mortal remains may be inserted into and removed from said area.

The sidecar superstructure affords a weatherproof vehicle intended to be attached to a motorcycle for traction. The vehicle of the invention, *i.e.*
25 the motorcycle hearse or carriage, constitutes a substantive departure from the prior art in that it enables the mortal remains of the deceased, usually contained within a casket, to be easily manoeuvred into and out of the funeral carriage. A deck is located within the vehicle to afford support to the casket and may be provided with the usual rollers to assist
30 movement therealong.

The upper part of the vehicle superstructure is preferably glazed thereby to allow onlookers to view the coffin and floral tributes. The glazing may be provided with conventional toughened glass or a suitable transparent plastics material. The superstructure of the vehicle may conveniently be shaped to project a streamlined image or in the alternative may be of rectilinear box-like form in order better to accommodate the coffin shape.

The access door of the superstructure may be of hatchback design to allow shelter for the living, *e.g.* a pall bearer, in the event of bad weather the door being suitably hinged and advantageously having gas struts for ease of opening and maintenance of the door in the open position when desired.

The vehicle may be provided with means for cooling the reception area, namely the interior of the superstructure. Such means may be in the form of a simple cooling fan or a more complex refrigeration system. The power for such means may in the form of a battery or may be driven off the main traction unit, *i.e.* the motorcycle engine, when running.

The funeral vehicle may also be provided with means for illuminating the reception area powered in the same manner as the cooling means.

The vehicle of the present invention may be provided on its roof with railings, *e.g.* wreath rails, in the manner of a conventional hearse in order to define a platform on which floral or other tributes to the deceased may be lain.

The vehicle may also be provided with a compartment adjacent the reception area and in particular may be disposed therebeneath, a further deck being provided for support. The compartment may be designed to

- house other funerary accoutrements and possibly vestments to be used or worn at the ceremony. The compartment may be of sufficient magnitude to allow the stowage of for example the trestles used to support the coffin during the funeral service. Other accoutrements may be the ropes or tapes for lowering the coffin into the grave when an interment is planned. Maintenance equipment for the motorcycle may also be stowed in the compartment along with possibly personal apparel for use during and at either end of the funeral journey.
- 10 In the alternative the compartment may itself be of a size as to be able to accommodate a further casket should there be a need. The vehicle may then be considered to be double-decked.

15 The superstructure of the vehicle may be produced from conventional materials and provided with surface embellishments or decoration suitable for a funeral vehicle. Preferably the finish on the superstructure and the vehicle generally is of high quality to reflect the nature of the occasion for which it is intended.

- 20 The overall dimensions of the vehicle are selected dependent upon the practical requirements dictated by standard coffin sizes as far as the reception area is concerned.

25 By way of example only, two embodiments of a funeral vehicle according to the invention are described below with reference to the accompanying drawings in which:

- Figure 1 is a side view of a first embodiment of the vehicle partly in sectioned outline;
- 30 Figure 2 is a plan view of the vehicle of Figure 1;
- Figure 3 is an alternative plan view of the vehicle of Figure 1;

Figure 4 is an end view of the first embodiment;

Figure 5 is an alternative end view to that shown in Figure 4; and

Figure 6 is a side view of a second embodiment of the vehicle partly in sectioned outline.

5

Referring to Figures 1 to 5 a funeral vehicle is shown at 1 and comprises a sidecar 2 in the form of a hearse, the sidecar being provided with a chassis 4 carrying a wheel 6 and being adapted for connection to a motorcycle (not shown). A superstructure 8 is mounted on the chassis 4 and is provided with suspension means (not shown) and defines in its interior a reception area 10 for accommodation in use of the mortal remains of a deceased person. The remains are normally contained within a coffin or casket 12 for which the vehicle provides a supporting deck 14. The deck 14 has rollers 16 (not shown in Figures 1 to 5 but see Figure 6) which assist the coffin 12 in its passage during insertion and extraction from the reception area 10. A stop (not shown) may be provided at either end of the deck 14 in order to locate the coffin 12 in a positive manner during transit, although the weight of the coffin enclosing the cadaver will usually be sufficient to ensure stability.

20

The superstructure 8 is enclosed and is provided with a glazed upper part 20 with transparent panels 21 in its side, end and roof 23 for the purpose of allowing mourners to view the coffin and any floral tributes during transit and upon arrival at the church, the crematorium or the place of interment. A glazed hatchback 22 is located at and hinged to the rear end of the superstructure and is so mounted as to facilitate opening and closure. To this end standard gas struts 24 are provided on each side of the vehicle, the door being provided with a suitable catch or catches (not shown) to secure the door in its closed position.

30

The top of the superstructure 8 may be provided externally thereof with wreath rails (not shown) for the purpose, as the appellation denotes, of constraining wreaths or other floral tributes and accordingly the sidecar vehicle of the present invention is intended to project the conventional image in use of a hearse.

As can be seen from Figures 2, 4 and 3, 5 the superstructure of the vehicle presents either a box shape of rectilinear form (Figures 2, 4) or of streamlined or tapered form (Figures 3, 5) at its front end, the box form being easier to manufacture for obvious reasons.

Referring now to Figure 6 there is shown a second embodiment of funeral vehicle similar to that shown in the foregoing figures save for the disposition of a further deck 30 beneath the deck 14 into which another coffin or other accoutrements or funerary paraphernalia may be stowed within the space 32 therein defined. For example the trestles on which the coffin is to stand during the funeral ceremony or otherwise together with the vestments of the pastor designated to conduct the funeral rites may also be stored therein. In the alternative or in addition other practical materials or artefacts may be stowed therein, for example tools, safety wear for the journey. The space 32 is preferably closed off at its rear part with a tailgate 34 as shown suitably hinged to the superstructure.

In use a coffin 12 is passed into the reception area 10 of the superstructure 8 for transport, the hatchback 22 being securely fastened for the journey from the undertakers to the home of the deceased and thence to the funeral service and final committal. It is envisaged that the funeral vehicle of the present invention will be attended by the pastor appointed to undertake the funeral rites and in particular the pastor may be the motorcycle rider driving the sidecar hearse.

It is further expected that the funeral vehicle of the present invention will be of particular interest to 'bikers' in terms of making their last journey in this world in association with the motorcycle that has played such a signal if not iconic part of their lives.

5

The funeral vehicle is constructed of materials and finished to the highest specification thereby to afford the appropriate attributes of dignity and solemnity, whilst at the same time offering to the deceased and indeed to friends and relatives the unique opportunity to be identified with the
10 object of reverence with which the deceased had been associated so closely in this mortal world.

CLAIMS

1. A funeral vehicle in the form of a sidecar having a wheeled chassis provided with a sidecar superstructure defining a covered reception area for the mortal remains of the deceased and including an access door through which the mortal remains may be inserted into and removed from said area.
5
2. A vehicle according to Claim 1 in which the sidecar superstructure is weatherproof.
10
3. A vehicle according to Claim 1 or 2 in which a deck is provided within the vehicle to afford support to the said mortal remains.
- 15 4. A vehicle according to Claim 3 in which the deck is provided with rollers.
5. A vehicle according to any one of the preceding claims in which the relatively upper part of the superstructure is glazed.
20
- ~~6. A vehicle according to any one of the preceding claims in which the access door is a hatchback.~~

7. A vehicle according to Claim 6 in which the hatchback is provided with gas struts.
25
8. A vehicle according to any one of the preceding claims in which cooling means for the reception area are provided.
- 30 9. A vehicle according to Claim 8 in which the cooling means includes a cooling fan.

10. A vehicle according to Claim 8 in which the cooling means includes a refrigeration system.

5 11. A vehicle according to any one of the preceding claims in which illumination means are provided for the reception area.

12. A vehicle according to any one of the preceding claims in which the top of the superstructure is provided with wreath rails.

10

13. A vehicle according to any one of the preceding claims in which a compartment is provided beneath the reception area.

15 14. A vehicle according to Claim 13 in which the compartment is adapted to hold a coffin.

15. A vehicle according to Claim 13 in which the compartment is adapted to contain funerary paraphernalia.

20 16. A vehicle according to any one of the preceding claims in which the superstructure is streamlined in shape.

17. A vehicle according to any one of the preceding claims in which the superstructure is of rectilinear form.

25

18. A funeral vehicle substantially as hereinbefore described with reference to the accompanying drawings.

ABSTRACT OF THE INVENTION
IMPROVEMENTS IN OR RELATING TO FUNERAL VEHICLES

- 5 A funeral vehicle 1 comprises a sidecar 2 in the form of a hearse having a chassis 4 carrying a wheel 6 and a superstructure 8 mounted on the chassis and defining a reception area 10 for a coffin 12.

(Figure 1 to be used)

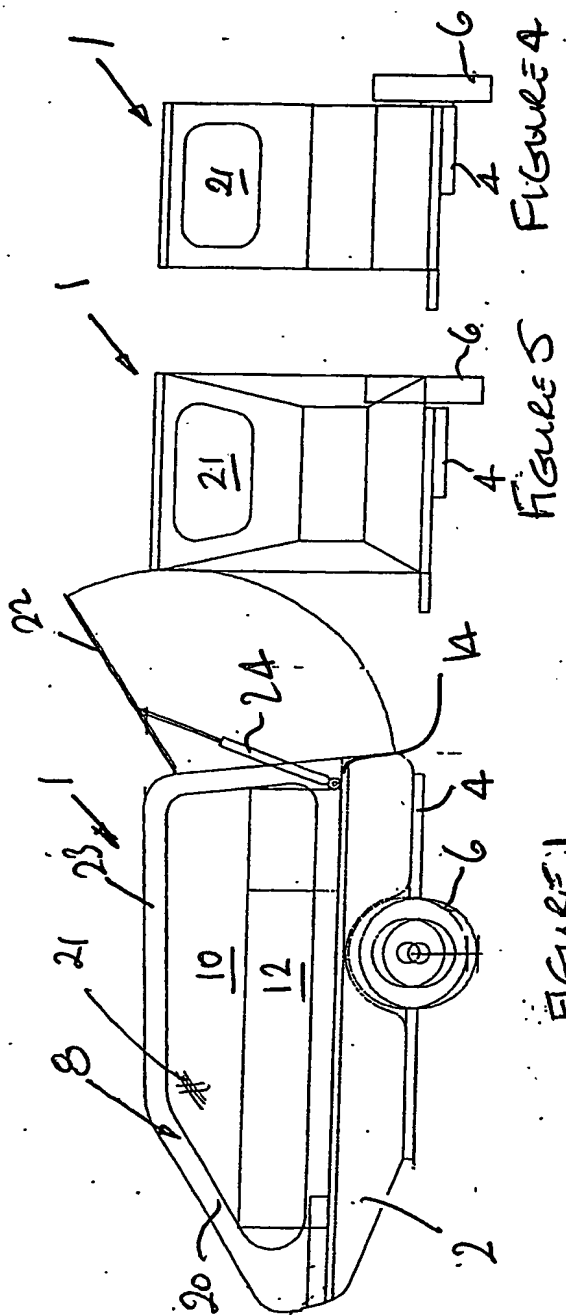


FIGURE 1

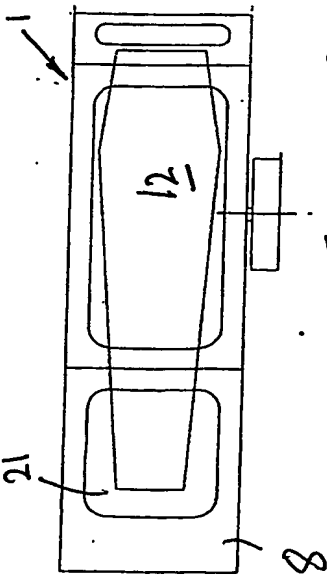


FIGURE 2

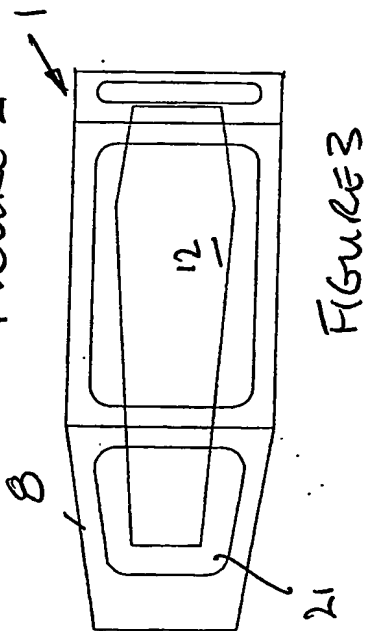


FIGURE 3

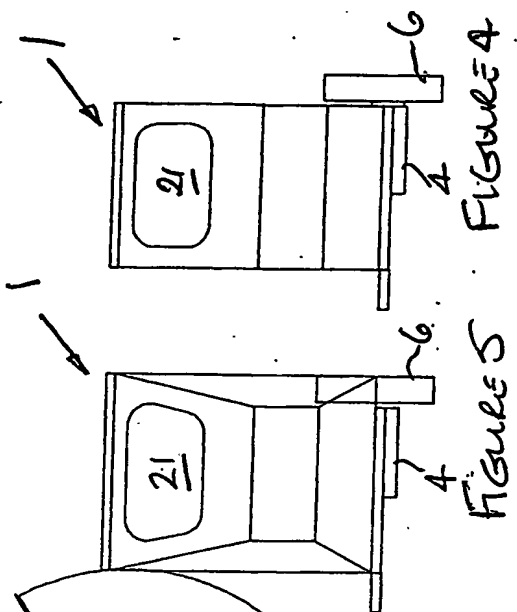


FIGURE 4

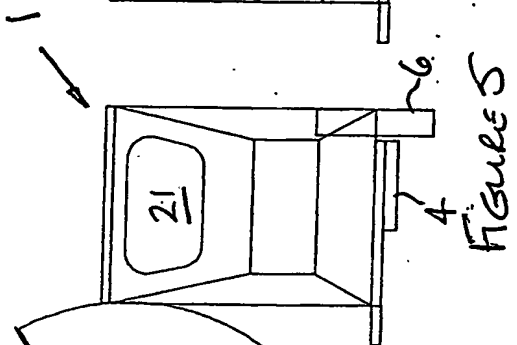


FIGURE 5

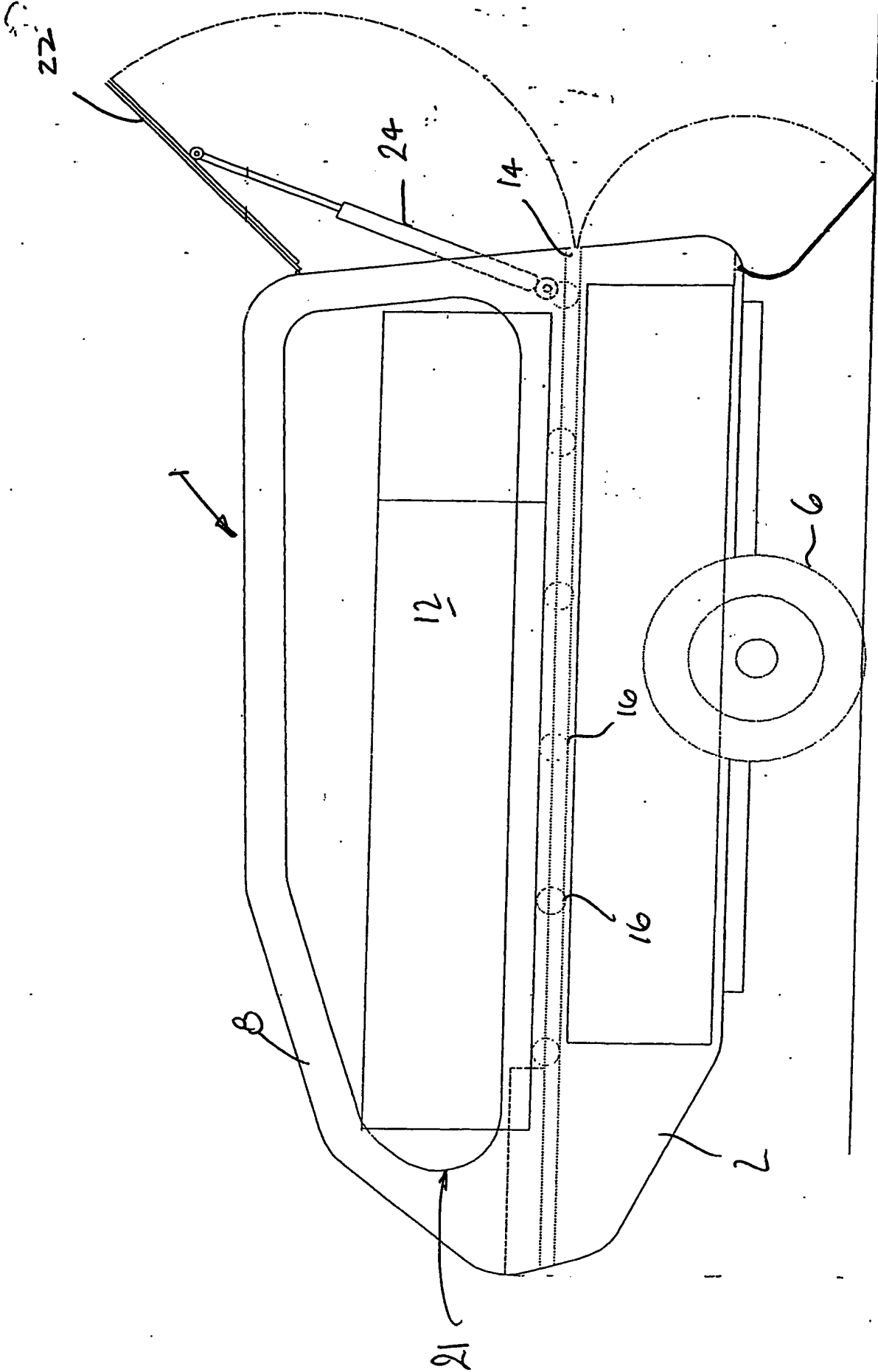


FIGURE 6

THE PATENT OFFICE

18 JUL 2003

Received in Patents
International Unit

**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ BLACK BORDERS
- ☐ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☐ FADED TEXT OR DRAWING
- ☐ BLURRED OR ILLEGIBLE TEXT OR DRAWING
- ☒ SKEWED/SLANTED IMAGES
- ☐ COLOR OR BLACK AND WHITE PHOTOGRAPHS
- ☐ GRAY SCALE DOCUMENTS
- ☐ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☒ REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.